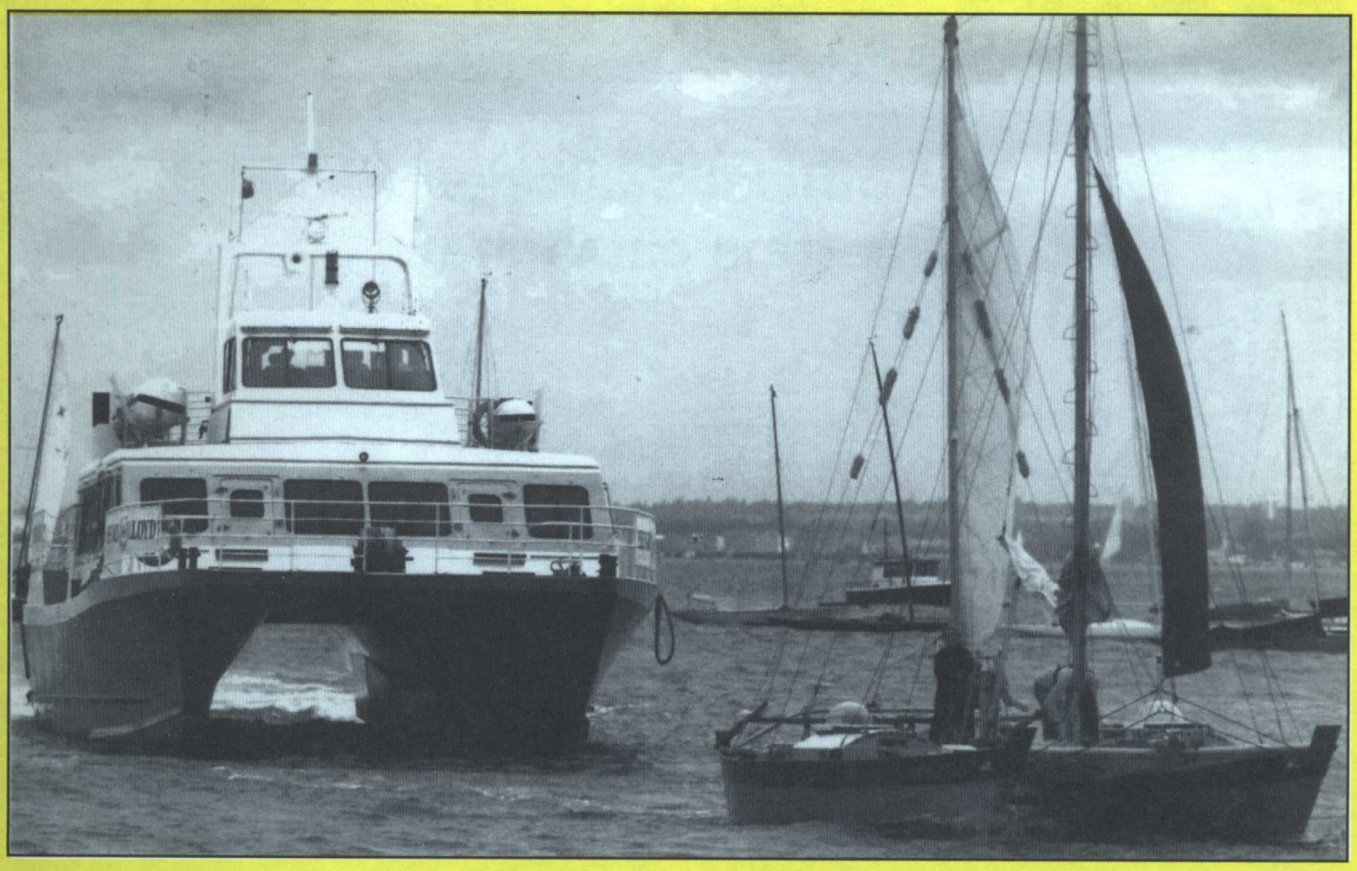
The Sea People



Devoran/Millbrook/Carbeile Visits
Tangaroa rebuild plans
Jims Column on Entry Level Boats
News from Sea People
Your Editor Sails off into the Sunset

No 46

DECEMBER 2001

SAILS

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Contents and Contacts

The Sea People

Magazine of the Polynesian Catamaran Association

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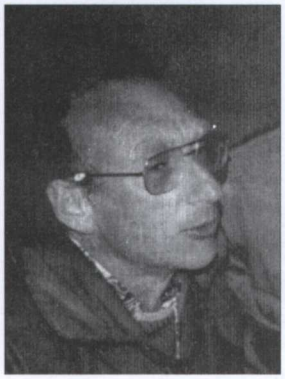
Cover Picture: John Hornby & wife on their Tangoroa I, "Seven Seas", entering the Medina River "at the start of the best Cowes Week & Solent year" they have ever had.
Photo courtesy of Southern Daily Echo

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.



Jim's Column

The world's yachting editors (not the ones who feature Super Yachts) and the organisers of Boat Shows are at last beginning to get worried.

Yachting has become so expensive that fewer people are entering the world of sailing. For the yacht magazines, that means fewer readers, which means that they have to lower their advertising rates, as advertising has become a major part of their income. Some yacht magazines with decreasing readership might go bust.

Boat shows are beginning to resemble the show rooms of the products of a few major industrial yacht builders. So less people are visiting the major boat shows, for they are boring and expensive. Boat shows need their visitors to cover costs and make profit.

For two to three years, I have been banging on about this trend to my yacht editor friends. And also to my trade organisation, last year called the British Marine Industries Federation (BMIF), this year called the British Marine Federation (BMF). I have been accusing the BMF of selling Britain's small volume builders, who are more economical and flexible in design possibilities, than big industrial builders down the river (and European small boat builders too) by allowing the introduction of the Recreational Craft Directive of June 1998, which penalizes financially the small volume boat builder, but does not the large industrial boat builders – I wonder why? I still have some hope of getting some modification of the RCD, certainly the executive of the BMF accept my strictures and in spite of them have asked me to submit ideas to encourage the entry of new would-be sailors to the world of sailing.

After sailing on and steering one of the Viking replica ships in Roskilde, Denmark last year, I wrote an article 'I Steered A Viking Ship' (to be published in Cruising World of America), wherein I compared the expensive modern yachts to boats of the Viking Era. I pointed out the simplicity and thus economies of past sailing craft. This article resonated with the worries of the Cruising World editor on the falling number of people entering the world of sailing.

Of course you cannot totally blame editors and trade organisations, for leading the world of yachting to 'Death at the Roots'.

The concept of Competition and extravagant Consumer spending has been the major social philosophy of the last 20 years. I take 15 of the world's major yacht magazines every month, plus others from here and there. I store them too, hence all the work in our workshop and new design studio. From this yacht magazine collection one can see how the Competitive side of yachting has echoed the unproven philosophical concept that 'competition MUST be good for you'. Over the last 20 years, Competitive sailing has increasingly become Sponsored Sailing. So modern sailing heroes tend to be those that get the highest Sponsorship deal to enter a Competitive race. Reinforcing the concept that sailing a boat is highly expensive, available to the highest hardship athletic types, or the very rich.

http://www.wharram.com

People have the right to waste their money as they wish, but I submit that the general commercial competitive philosophy of the last 20 years has seeped into the concept of sailing and has become the tail that wags the dog.

There is a whole group of clichés about sailing that have become forgotten or dismissed in the last 20 years. Like ' The Sea is for Sailing on' (Joshua Slocum), ' I must go down to the sea again, the lonely sea and the sky' (Masefield), 'The MAGIC (my capitals) of the Swatchways' (Maurice Griffiths); 'Messing around in Boats' (Kenneth Grahame). These artistic, intuitive, mystical concepts, clichés though they have become, are a philosophy which represent the wishes of a far wider number of people than the heavy commercial concepts that have come to be the mainstay of yachting magazines and boat shows over the last 20 years.

How can I be so sure? Four new magazines connected with sailing have been established over the past 20 years: Wooden Boat, Chasse-Marée, Classic Boat and Watercraft. Also the establishment of the French Brest/Douarnenez festival that attracts several million visitors. This shows that the feeling of the Rightness of sailing, not just the oceans, but along the coasts, up the rivers and creeks, really exists, that to feel intuitively a part of nature, finding the skills of sailing an artistic exercise connecting with our hidden Archaic real selves is a vital escape mechanism in a false feeling world. Not many people know that the use of watercraft pre-dates our homo sapiens species. It is as inherent within us as throwing a rock, that basic urge, the root of all game activities.

It is strange, that over the last 12 months a major part of JWD work has been to establish Professional building of Wharram Catamarans. I have perhaps 10-15 years of active life left. I want to see before I go, professional built catamarans built to the same standards, if not better, as the 63-ft Gaia, the Tiki 28's, the Tiki 36's and the Pahi 42 that JWD/Wharram Built produced in the late 1980's/early 1990s. Designs built that I (and my father, dead many years) can be 'proud of', wherever in the future we may be. So as I move into major professional building, I am being asked to project the ideals and concepts which with I began my sailing life. Perhaps it is due to people rereading "Two Girls Two Catamarans".

The PCA was set up by myself and a few others in 1967 to support each other in our sailing philosophy as much as to share tips on boat building. Now, there is a call for that philosophy to reinvigorate the general sailing scene. The new PCA is in a prime position to try to encourage new people into sailing. Not necessarily sailing Wharrams. Dories, skin boats, small junks, the sailing ideas are what count. However, with the existing Wharram designs, the Hitia 17, Tiki 21, Tiki 26 camping style trailer boats, PCA members are in a leading position to develop and spread the idea of simply joyous sailing. Not just to cross oceans, but in the quiet joys of coastal sailing, up rivers, creeks, estuaries. We too at JWD have the feel and love for this coastal sailing, and by next spring we intend to have our own Tiki 26.

ADIOS FROM BIG 'ED

Safe Landfall

Well, it's been an interesting year - we have had our problems but they seem to be resolved, and that's all anyone can ask for.

Thank you all for your forbearance whilst we were having troubles. I know how much it can mean to have a "Sea People" drop through the letterbox on the day when the boat is not doing what one hoped. It was always a morale booster when we were struggling. So renewed apologies for slow delivery of the last one.

Thanks again to the many of you who have sent in articles, letters, emails and pigeon post. It is all very gratefully received, and if it has not been used it will be. Having said that, there are one or two items that went missing in the giant editorial computer crash (it grows each time I tell it) so it may be worth keeping in touch if you have not seen any of your material appear in print or on the website.

A new editorial team will be in the chair next year, and it is good to report that editorial candidate Dave Peak is well up to speed, having assembled these last two magazines on his own (infinitely superior) laptop. There are always vacancies in the "Editorial Huddle" so do get in touch if you are interested in having a go.

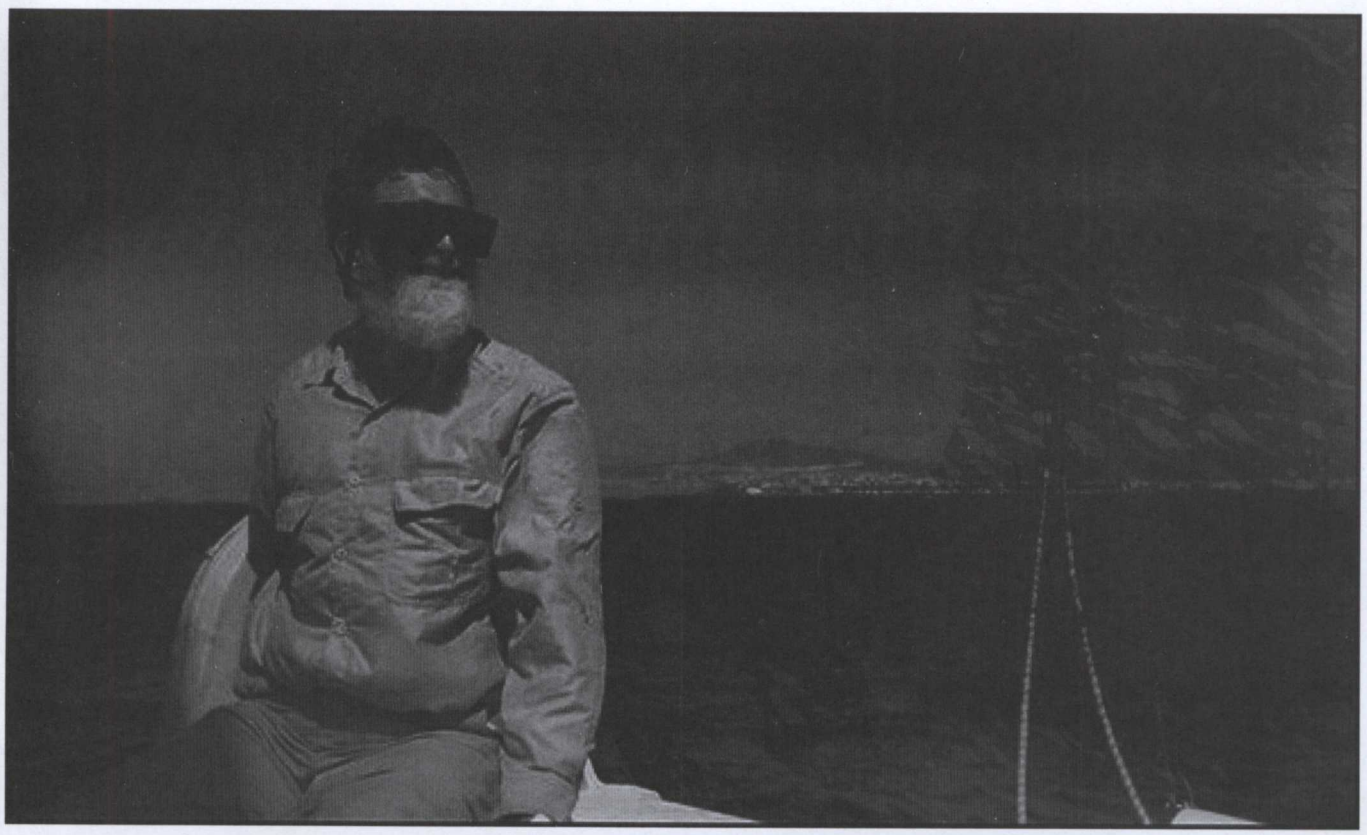
This has been a remarkable year, with new directions for the PCA and for JWD, whose rebirth of the Classic concept in the Islander 65 and professional building initiative are covered in this issue's Devoran report.

We had hoped to produce a full Millbrook and Carbeile report in this issue, but unfortunately this was not possible owing to calendar conflicts, but we have a brief teaser for you. Watch this space!

We're off to pastures new in 2002, and wish all of our fellow members of the PCA seasonal greetings and a Happy New Year!

Ben Mullett

Wharram Tiki 30 Pilgrim.



A Visit to Devoran by Ben Mullet

(This is a re-write of the original article, done from memory after the computer crash ate everything)

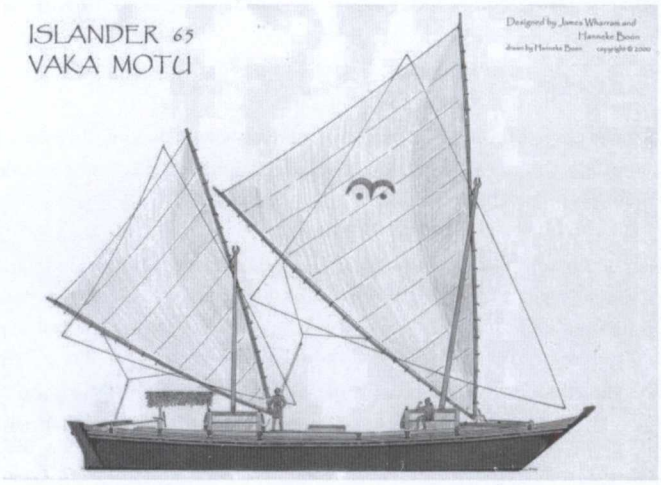
With some trepidation I parked Millie the Maestro in the car park outside JWD. This was my second visit, but my first meeting with James, and I wanted it to go well. There was a lot to discuss, too, and neither the Wharrams nor I could afford to spend too long doing it, however enjoyable it might be to linger. The dolphins on the wall of their office had been repainted, and looked happier than ever.

Much of my agenda was personal - I was considering a modified pod for the Tiki 38, and wanted advice. There were some potential tweaks to Pilgrim (our Tiki 30) that interested me. And I wanted to hear the latest from JWD, but that was part of my 'job' and it forms the meat of this article.

Once indoors with my shoes off, the whirlwind of impressions and new information started. With James, Ruth, Hanneke and Joke all at Devoran it was a rich experience, and I learned a lot.

After greetings and introductions all around, we set to. Hanneke's design office is wonderfully compact and decorated with wonderful models of every Wharram imaginable. The Melanesia models were a marvel of miniature construction and I found myself being tempted with the idea of a Wharram tender....

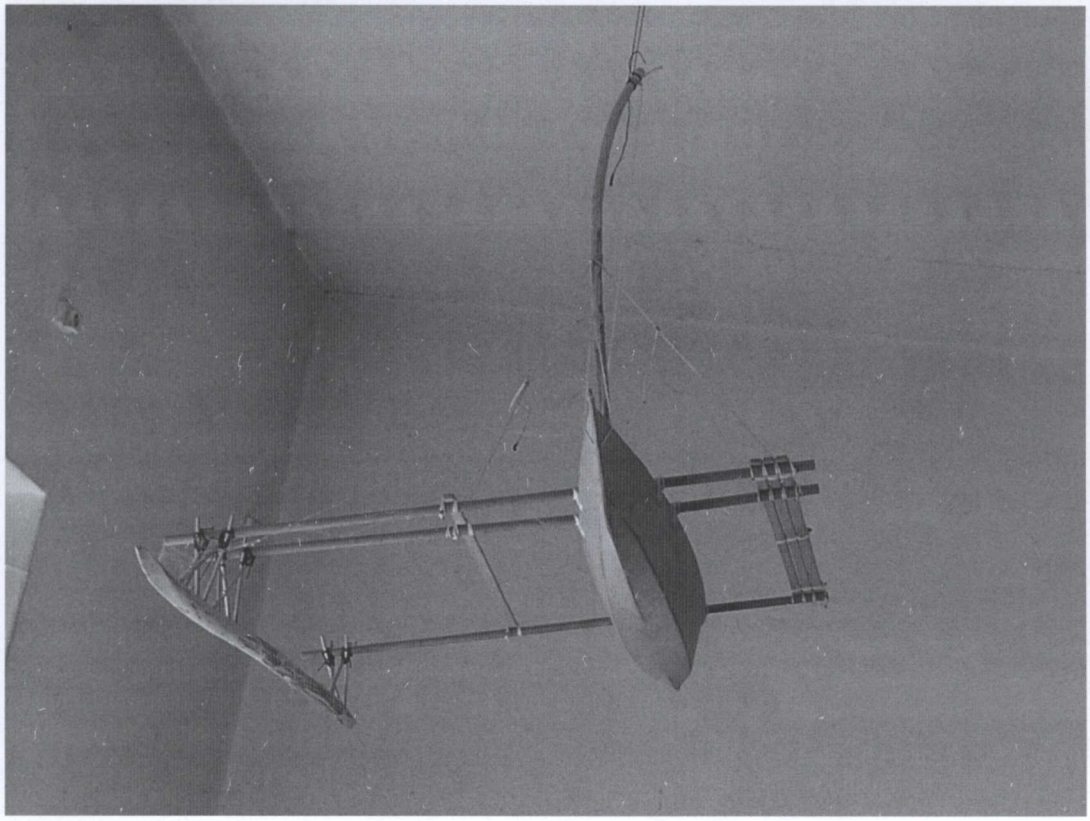
The focus of the visit was the Islander 65 and the new arrangement to have Wharrams built at the Naval Dockyard in Surabaya, Indonesia, but there was much more to see and hear, including a new design studio and a monohull being restored!
Yes, that's right.



The first order of business was a privileged look at the lines of the Islander. Although all Wharrams have a family resemblance, this is often deceptive, and the hull lines have evolved over the years, as has the rig.

Compared with an early 'Classic' the significantly fuller lines aft on the Islander should further enhance the pitch response of what is already a formidable design. JWD have been working on some optional treatments aft that look very practical, we hope to see more of these later on.

The decking design is in the "new wonder material" that industry is starting to appreciate at last - bamboo. With a light tough bamboo structure underneath and non-slip matting on top it bids fair to be the perfect compromise between weight, strength and convenience. My hope is that the matting will constrain those jets of icy sea that wet me unexpectedly on traditional decking. Mind you, it would take a big steep wave to get up there on an Islander 65! (If the idea of bamboo structures interests you, try searching on the web for "plyboo").



The Islander is also breaking new ground in its hull construction, using double-diagonal planking that the Surabaya Naval Dockyard know well.

Think of it as a hand tailor-made continuous sheet of ply.

A Visit to Devoran (contd.)

There are immediate structural advantages in the consolidation of the material without scarfs or butt-straps as well as the convenience of a method familiar to the builders - whose main line of business has included high-speed naval pursuit craft.

Taking a break from the technicalities, it was good to pop outside and visit Ruth in her office, which sits between workshop and main building, with a commanding view of all activities.

All of us went out for a meal that evening, and had a very good time together. I was probably burbling with enthusiasm (as ever) but if I was, everyone else was too polite to comment.

The next day we took a look at the new studio. It is on two levels, with light entering the graceful end door as well as multiple windows. The partial upper floor lets the lower floor enjoy as much light as the upper one. The whole space felt very creative. Olly and I are planning to emigrate and retire, which will probably involve building a home and this was an inspiration to me.

Ruth bright and cheerful as ever (above)

Hope the airyness of the studio shows clearly in b & w.

Later James and Hanneke showed me their photos of the Tikopia canoe, taken at the museum in New Zealand. This has a hull form that is almost identical to the JWD Pahi! No real surprise, but how wonderful to have arrived at a similar form without having seen the original. The cross-section shows that the Tikopian builders may well have had a grasp of vortex control. The shape is a water version of the vortex chines on the SR-71 Blackbird that was still (nearly 35 years on) the fastest aircraft ever - or it was the last time I looked.

Look for Tikopia canoe photos in a future issue.

It is worth remembering that advanced rig development outside of JWD still tends to focus on the "elliptical planform" derivative that made the Spitfire so beautiful. The Tiki Rig and the Crab Claw show a clear grasp of post WW2 aerodynamics with their blend of camber lift and vortex lift.

Moving along, we discussed approaches to deck-pods - it is so hard to design something useful that is not too tall or too lumpy. Wharrams are such delicate designs that it is only too easy to ruin the looks (and performance) when altering things. I determined to build a model and people it with "Action Person" pose-able figures so that we can take photos and get a 'feel' for it. You may see something of that in a future issue....

A final chat together brought proceedings to a close. We made our farewells, I climbed into Millie, waved goodbye and motored off towards Plymouth for my next appointments.

NEWS FROM SEA PEOPLE

UK

Dave Barker informs us – the photo below taken earlier this year shows Touchwood (Dave & Ritas' Tiki 38), with her beams installed. More recent progress has the cockpit now in place and engine installation under way.

Dave & Rita are hoping for a May 2002 launch, then a local shakedown/ sea-trial of several weeks before heading to the SW of England.

With all things falling into place they hope to be in the warmer climes of Southern Spain, Portugal or the Canaries this time next year.

Good luck to Rita & Dave.

MARTINIQUE

NEWS FROM SEA PEOPLE

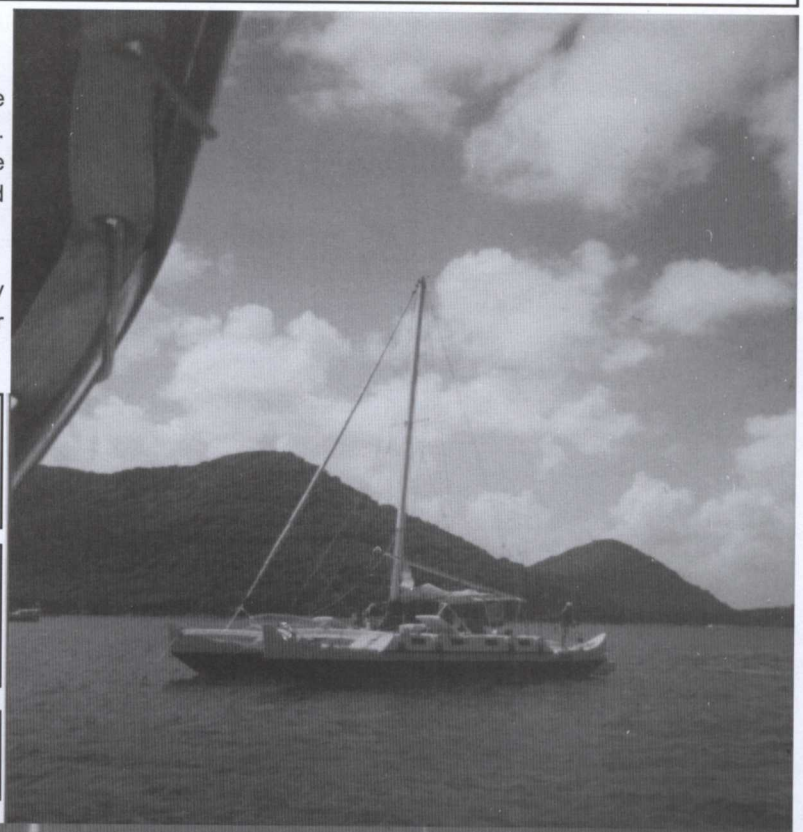
MARTINIQUE

Bertrand Fercot, writes from Le Lamentin -

At the entrance of the marina of "Port Cohe", home of our Etap 28, is a Tehini with a Crab (Claw) rig. Unhappiliy, I haven't had the opportunity to take photos of her under sail. I have only photographed her at anchor.

Last week, we sailed to St. Lucia and in Rodney Bay, I saw a Pahi 42 in the marina and one other who is usually at anchor in Martinique.

Pahi 42, less pod, which can usually be seen at anchor in Martinique (picture at right). She was built in Guyana by a Frenchman in **3 years**!



(Lower preceding page) The Crab Claw rigged Tehini that Bertrand hopes to photograph under sail before too much longer.

(Below) Bertrands' Etap 28, docked next to "Apapau" a Pahi 42.

NEWS FROM SEA PEOPLE

HOLLAND/SWITZERLAND

Pahi 42s - A 30 year love affair - Dave Peak

I first became aware of Wharram catamarans in the early 70s (around '72/73), I had sailed on sailing dinghies (505s, Flying Finns etc) as crew on the Welsh Harp reservoir in NW London for a number of years as a teenager. But became disillusioned with sailing, due to indifferent weather and lack of expansion from reservoir racing.

In my early twenties, I was offered the chance to crew again by colleagues at work who went down to Salcombe for a week of sailing/racing. Their format was that there were 2 specific scenarios, morning racing was serious stuff with no quarter asked or given, afternoons were more laid back, probably due to lunches at one of many waterfront pubs where lunch was administered. During one of these weeks at Salcombe, I noticed a Wharram (a Tangaroa I think). Foregoing a lunch I had a look at the boat from a borrowed dinghy and thought "I wouldn't mind one of those", this from a purely visual perspective. I asked questions dockside and established she was a "Wharram".

A couple of years later, '75, when my financial situation improved (plus spending a month sailing in the Caribbean at my brother's place in St Vincent and deciding fair weather sailing was for me) I ordered the Wharram design book. Well, I first seriously thought about building in '76 after a financial windfall (of working in the middle east). I ignored the 40s, thinking bigger is better and planned to build, or rather, have a Tehini built (lacking in skills and a place to build one myself). But when I saw the Pahi 42 design, it was everything the other Wharram I had seen was and more, much more. I had to have that boat!

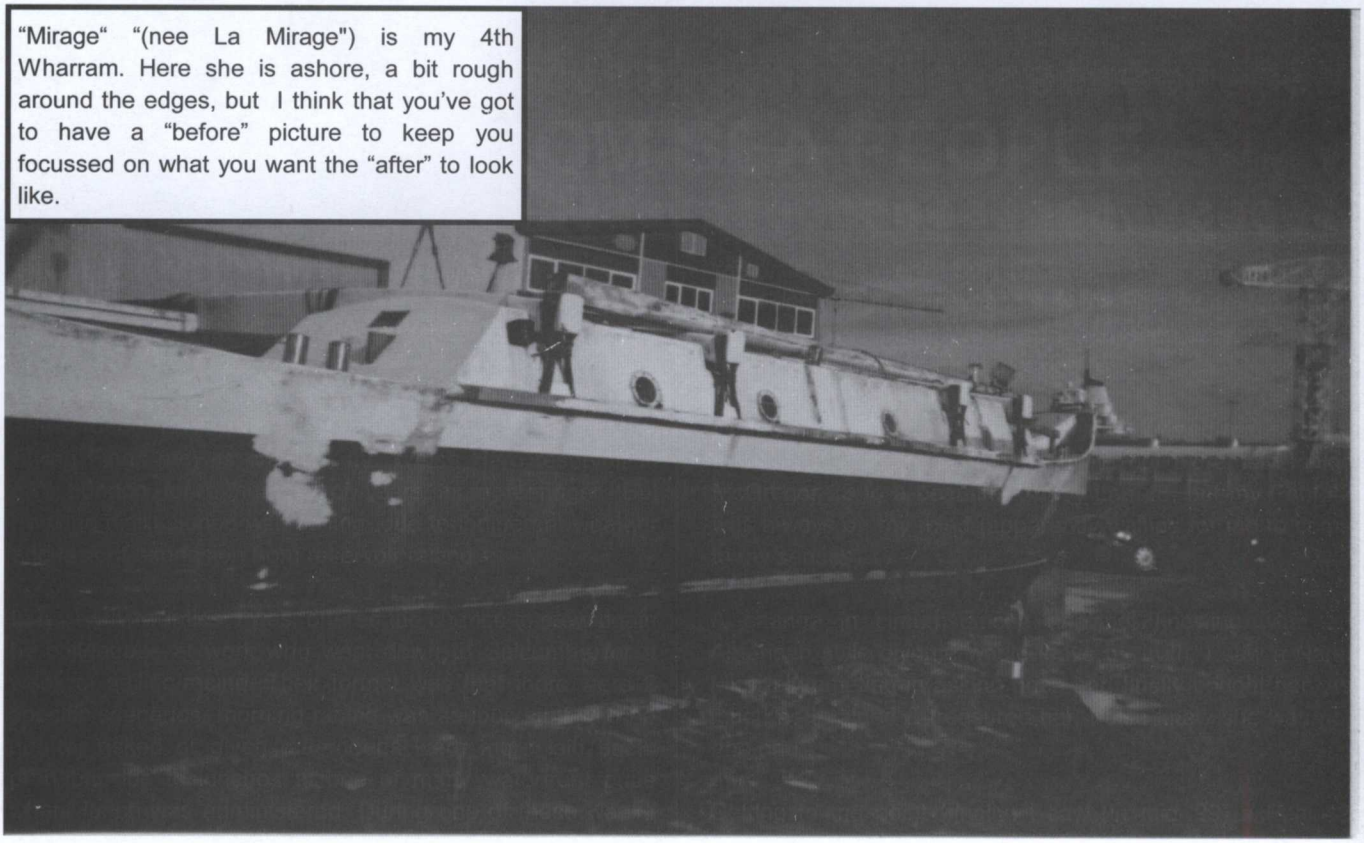
Well the years (the 80s) rolled by and I owned and sailed a number of monohulls, from a lowly (but extremely funky) McGregor 23 to a beautiful Cheoy Lee 48, but my Pahi 42 was always on my mind (apparently waiting for me to come to my senses).

A change in circumstances and not knowing what an American style divorce would leave me with, I saw a Narai Mk II plummeting in asking price and finally bought her. As much as I valued & treasured her, I also knew she was not "the one".

Getting to the point (finally) I saw (in mid '99) a Pahi 42 advertised in Holland and snapped her up in spite of her dowdy, dishevelled appearance and lack of rig.

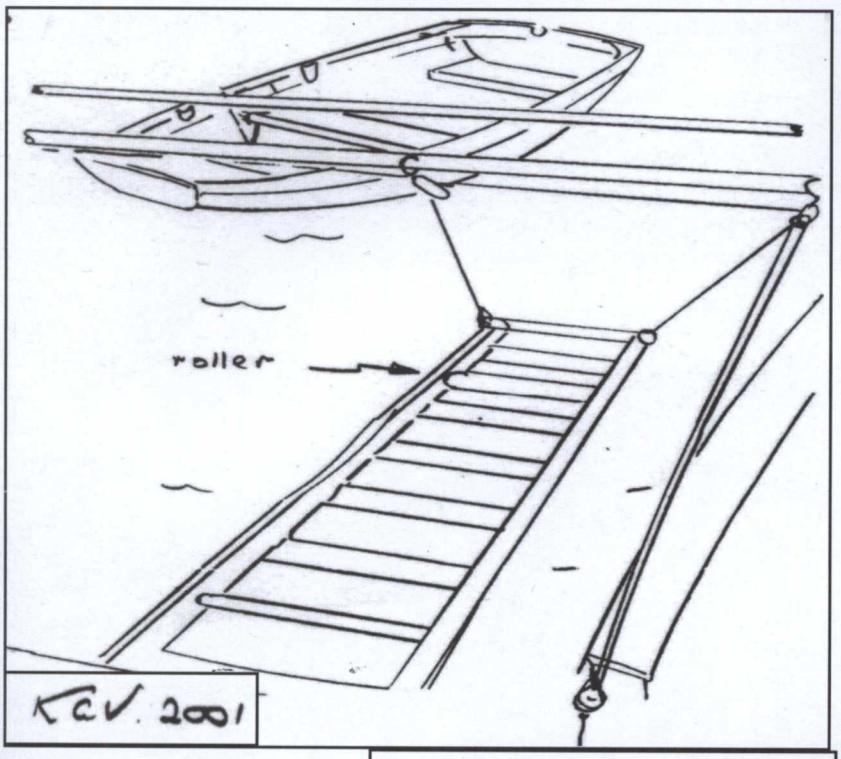
Fast forward to now and I finally have time to devote some TLC (and hopefully not too much reconstructive surgery) to her. She's basically sound but decks might need replacing in places.

She's been hauled out of the water, ready to go into the shed for Xmas and her rebuild should commence in January 2002. Depending on work commitments I anticipate anywhere from 6 to 24 months for the rebuild.



"Mirage" "(nee La Mirage") is my 4th Wharram. Here she is ashore, a bit rough around the edges, but I think that you've got to have a "before" picture to keep you focussed on what you want the "after" to look like.

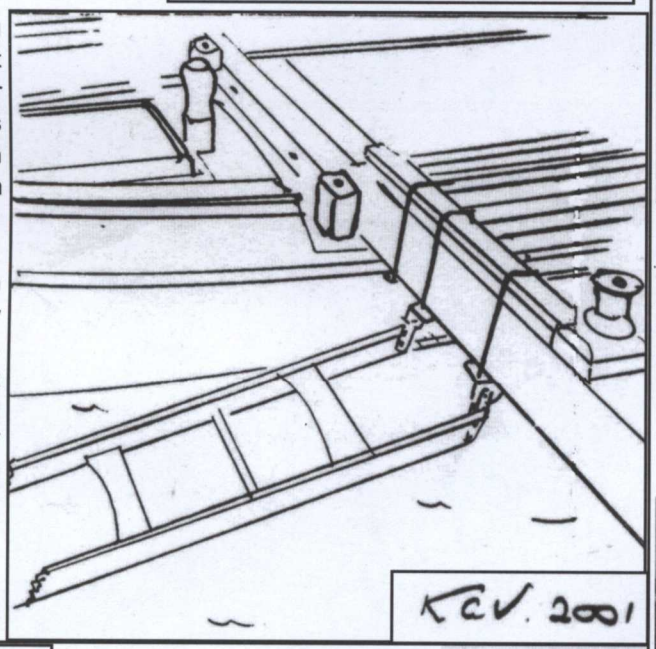
General Hints and Tips

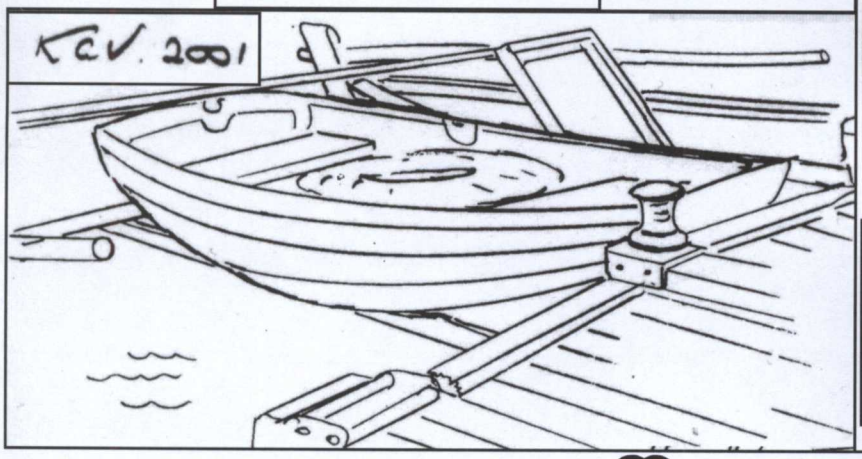


Pulley leads to 4 part purchase and winch

This boarding ramp and 7ft dinghy for Tangaroa was sent by Keith Viewing from Zambia.

The "Simpleton Too" design by John Westell, has twin skegs that fit between and intothe sides of the boarding ramp.





Scott Brown Multihulls

INDEPENDENT WORLDWIDE

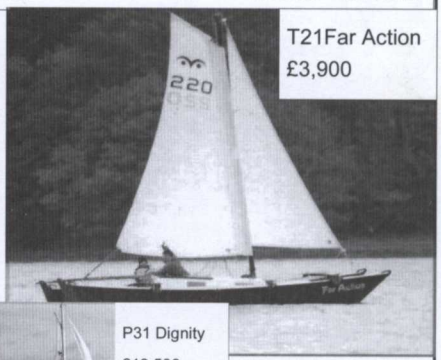
S B

Wharram Catamaran Brokerage

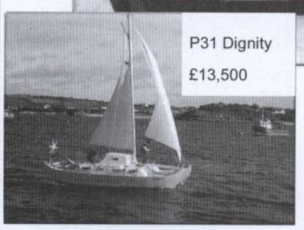
For a professional service

Boats currently for sale

Model	Number	Asking price
Hitia 17	2	£1,350 - £2,000
Hinemoa	1	£1,950
Tiki 21	5	Eu4.5k — £4.5k
Tanenui	2	£5k-6k
Pahi 26	1	22,000DM
Tiki 26	2	£9k-10.5k
Pahi 31	3	£9.5k-13.5k
Tiki 31	1	£12k
Tiki 30	2	£17k-19k
Tangaroa 4	1	£21k
Narai Mk4	1	£25k
Pahi 42	4	£30k—£42k
Oro	1	$40k
Pahi 63	2	£165k – 575DM



T21Far Action
£3,900



P31 Dignity
£13,500

Carbeile Mill,
Torpoint
Cornwall
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fax: +44 (0) 1752 812888
Scott.Brown@multihulls.uk.com

Up-to-date list with prices, photos, inventories etc on:

www.multihulls.uk.com

or posted "snail-mail"

Tangaroa Modifications Planned by Peter Green

Tangaroa = Home. Why Tangaroa - a bit small isn't it?

Well yes, but big enough for just one or two people and in any case a Narai or larger would be right outside my price range. My "Nina" is a modified Mk one, (most of them are in one way or another), very strongly / heavily built and sound but scruffy, with her interior decidedly basic.

Tangoroa, being one of Jim's earliest designs is, for reasons of age, numbers, condition and cost ever likely to fall into the hands of impecunious wanderers, live aboards and dreamers like myself. When I was with Steve and Scott a little while ago I outlined some of my ideas to them and they said "Why not write up to SeaPeople about it? These articles are always interesting and it might help somebody".

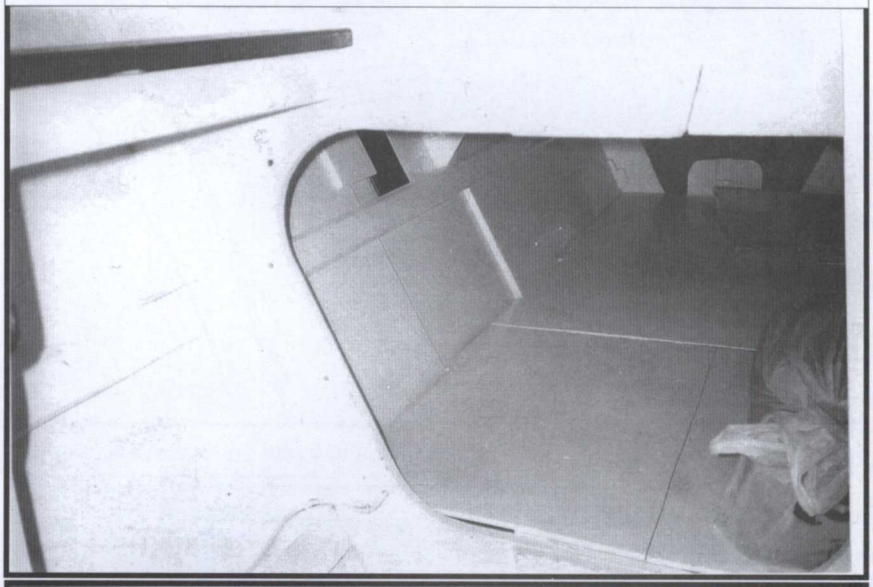
First the mods done by previous owners.

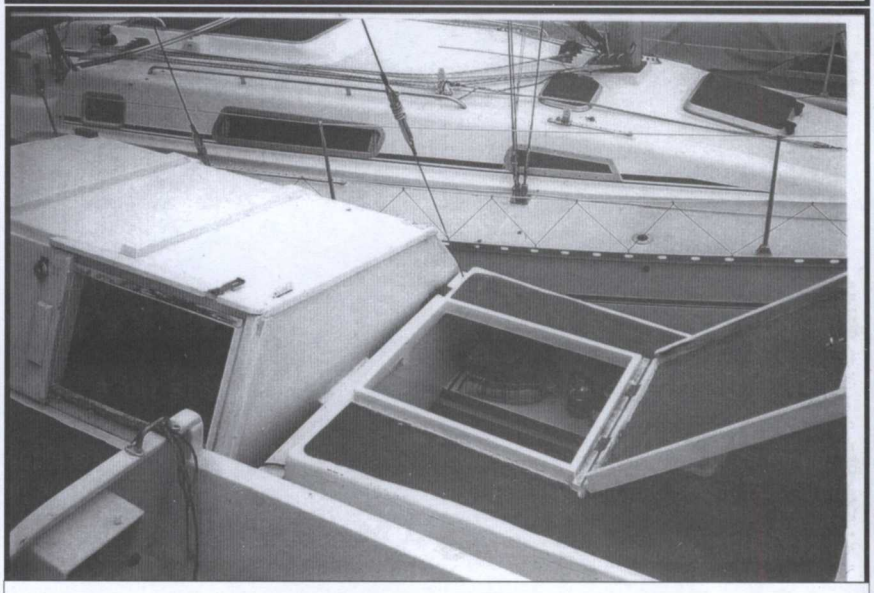
There is a centre cockpit slung between crossbeams three and four complete with wheel steering and outboard pod and the aft sleeping cabins have been given comfortable sitting headroom by fitting a timber and ply box onto the aft decks. The centre stringer is cut out along with the original deck as far out as, but without harming, the other two stringers either side of it thus maintaining the structural integrity of the hulls and providing a generous parcel shelf on each side.

The bunk is 33" wide which, according to another yacht designer, constitutes a minimum double, presumably for newlyweds and the best of friends. At all events it hardly qualifies as what an American member once referred to as "full fornicating space below" (but, of course should any member disagree, or wish to discuss this matter further I should be only too pleased to hear from them). However, this is a family mag so on to the next item.

Following the basic design Nina has one hatch per hull, (excluding the end storage compartments of course), so I have added a lifting hatch to each of the aft cabin roofs and I can now lie in bed and gaze up at the stars when and if the clouds roll away.

Master bedroom from centre cabin





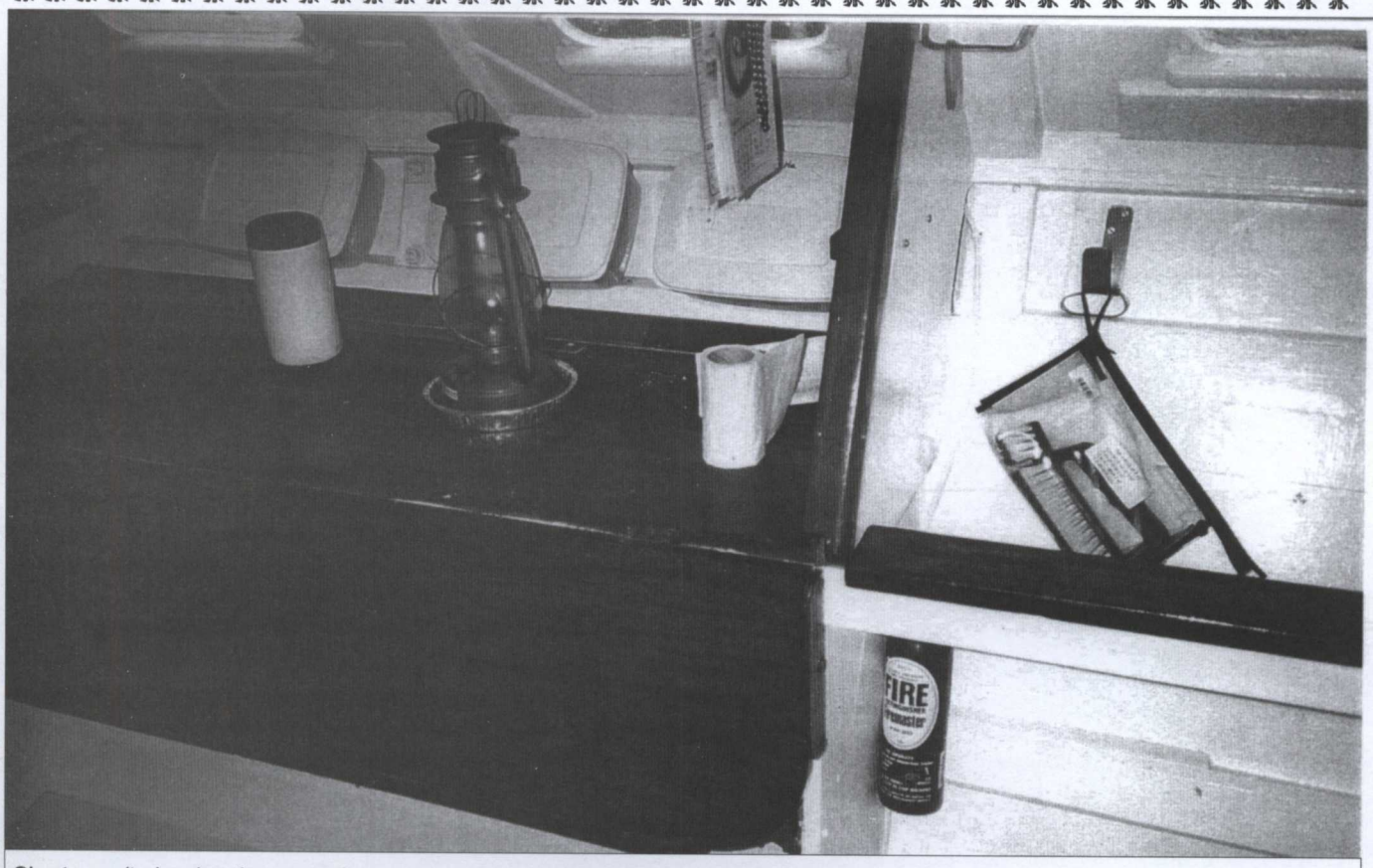
New lifting hatch over aft starboard bunk

The Head

When I first bought her the head/loo was a bucket in a lidded compartment in the chartroom, OK for a short trip with the boys I suppose but hardly my idea of gracious living, so after some measuring up and consideration, I decided to sacrifice the other aft sleeping cabin.

I strongly dislike holes in the hull so a normal flushing sea toilet was not for me. In any case on my present mooring she spends as much time standing dry as she does floating, 'nuff said. I have fitted a PortaPotti as low in the hull as possible and have plenty of room for a small wash basin, water tank and, of course, lots of storage space

This, needless to say, means that unless I get my act together a bit sharpish I shall soon be in the "now where did I mislay that last, it must be in here somewhere" situation. Ah well, next fine day, everything out, clear up and back in some sort of logical order.



Chartroom/to be drawing room from companionway

Chartroom/Nav Station

Now for the chartroom and right now that's all it is. Obviously intended purely for navigation there is nowhere to sit except at the chart table on a flip up or down bench or in the companion way. The previous owner intended to go to the Algarve so lounging & loafing would have been done on deck & lack of creature comforts is therefore understandable.
However for floating through the British winter something a little more congenial is called for.
Home builders usually stick pretty well to the plans as regards the basic construction, (thank God) but tend to let their imagination run riot with the interior. They mostly look the same from the outside but I'll bet there are no two alike on the inside!

Interior Mods

So if you are thinking of following the same route as I have you will undoubtably want to alter some of the interior details but be careful, shelves contribute to the structural strength and rigidity of the hull and should only be tampered with as a last resort. Nina's builder seems to have missed out on one or two shelves but her heavy construction has easily compensated for that and I have no worries on that score.
The chart table has a fold down section to make more room when not in use for navigation and this will remain pretty much as it is but for a scrape and a new coat of varnish or perhaps Danish oil. The bench seat will be kept and I shall fit a thin 2" thick foam pad along the underside of the seat to use as a head-rest when it is up against the cabin side.
The box which once housed the "bucket' n chuckit" loo is at about the right level for lounging and this will be extended to halfway along the cabin and provided with a cushion and a beanbag for lounging, (I have already wasted a couple of hours dozing off on it and it is going to be really comfy).

Heating & Ventilation

The December 1985 issue of Seapeople contains a description of a solid fuel cabin heater with instructions on how to build it using an old ammunition box as a basis and I am currently working on this. I had something similar once before and it made all the difference between comfort and purgatory.
This, of course, brings me to the subject of ventilation. When I bought her, Nina had just one ventilator in the chartroom. This is completely inadequate and I believe the least you can get away with is four, one in each end of each hull. The usual cowl is, of course perfectly adequate but if you can run to it consider one or more of the solar powered ventilators that are currently available. They really are " the best thing since sliced bread".

I had one on my previous boat and it had a small battery built into it to store surplus power which allowed it to keep going through the night provided the daylight was sufficiently bright and prolonged. The one I have now is audible but not intrusive sounding rather like the purring of a cat and I am able to sleep peacefully with it no more than six feet from my head. Even on the worst gloomy English winter's day it will start up about an hour after dawn and stop just after dusk so no matter what the weather is doing you are guaranteed a daily circulation of air. Of course nothing is perfect and the cheapest I have seen is just under £100! This means that out of deference to my bank manager, (such a lovely fellow), it is going to be the only one for a year or two and the other three "corners" will have to make do with passive cowl type ventilators.

Galley

Galley from in front of cooker

Now for the galley. This suits my needs quite well as it is, except for one or two minor details.

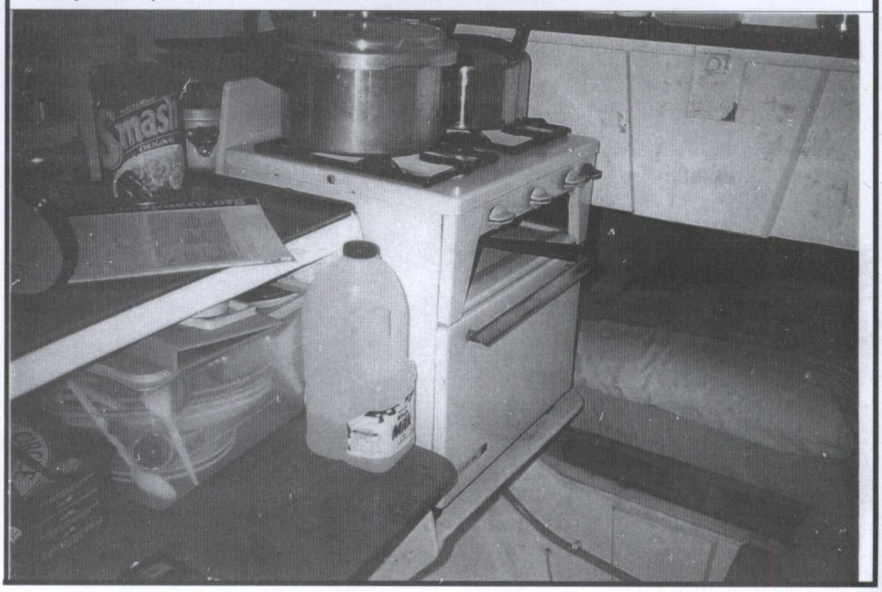
The stove is gas with two burners, grill and oven at forward end of the cabin which is fine but there is no ventilator above it so it looks like another cowl but this time with an extractor fan beneath it, not solar this time but ships battery with a switch, and I shall make a hood out of aluminium sheet.

I know the steam and cooking smells will find their way out via the main hatch but one of my previous boats had a hood and ventilator and the other did not and I noticed the difference.

The sink unit is a small 10" x10" plastic bowl set in the upper worktop and when I first saw it I thought "that'll have to go", but on further consideration I have decided to keep it. Anything less than a small domestic unit will not take your pressure cooker and frying pan etc and, of course, a small domestic will take a lot of space. So for mugs and tea plates I use the existing "mini" and for mealtime wash-ups I use a pair of large plastic bowls from the local hardware store and stow them away when not in use. This also enables me to wash up outside when the sun shines.

Well, I guess that is about it for the interior. On deck things will remain pretty much as they are except for a few extra cleats and an anchor roller that fits the chain.
I would just love to have a "Melanesia" for ship to shore purposes but 16 feet is a bit much for stowing on deck so I shall have to stick with the deflatable.

Galley and spare bunk from main hatch

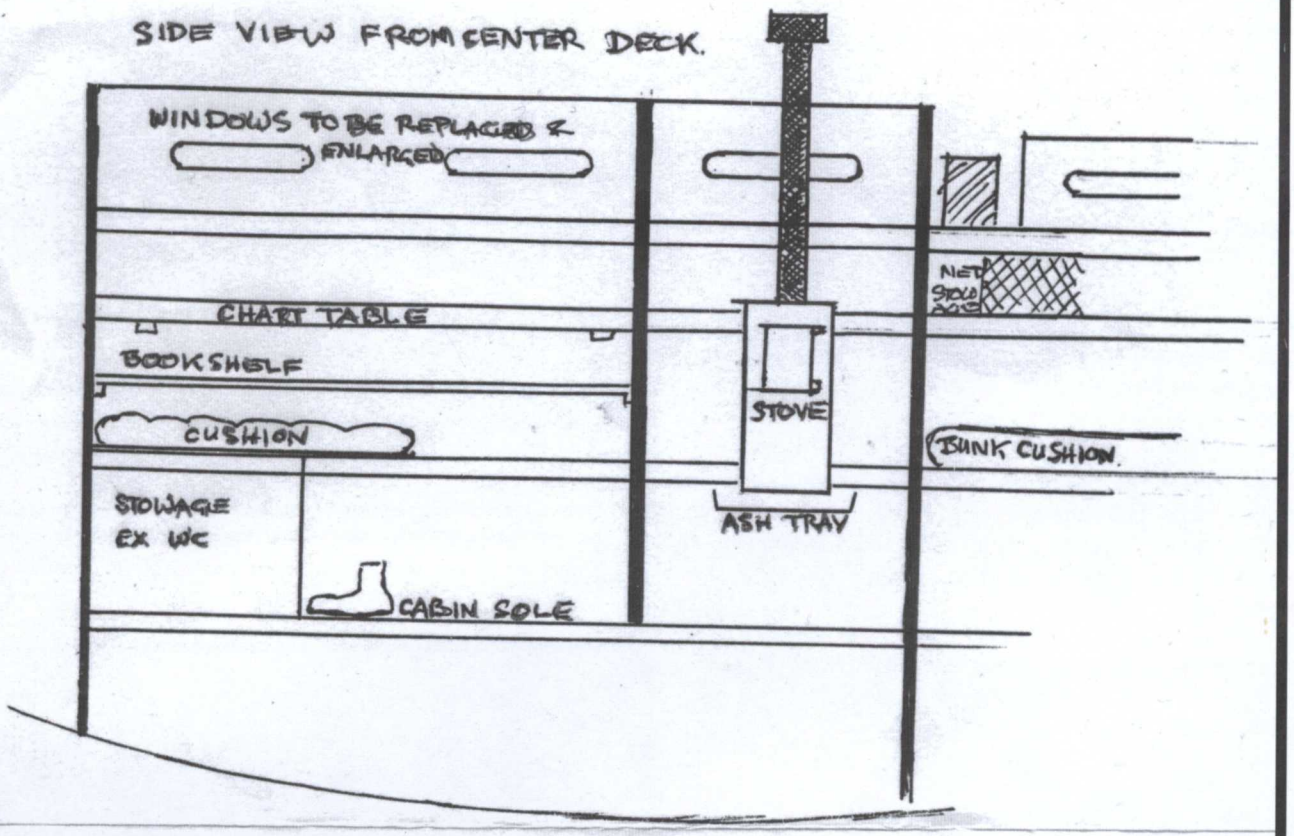


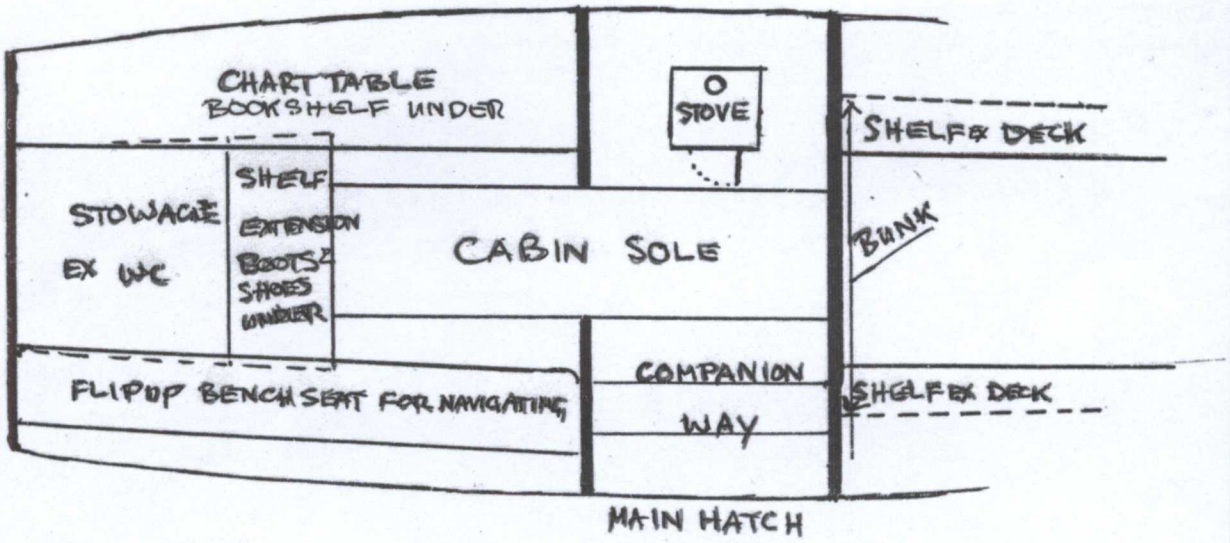
Why deflatable? The last one I had did just that halfway across the river Camel, and by the time we sloshed ashore it had been called a lot worse than that I assure you! As a matter of fact my passenger said later that he had asked his doctor if it was medically possible, (the Doc's reply was not suitable for the magazine).
So if anybody would like to have a look, or just drop by for a chat please do. I am in the members list but have no phone or mobile (inventions of the devil), so send me a quick note and I'll be there.

Yours till hell freezes

Peter Green

Peter's Planned Changes





Boats Seen on Recent Visit to Millbrook/Carbeile

Ben Mullet

Ben reported to the editorial team on his Millbrook/Carbeile visit.

Stopping down in Millbrook/Carbeile, Ben hoped to visit Scott Brown & Steve Turner, who unfortunately were both tied up due to personal or business commitments that cropped up at the last minute.

So he had to content himself with looking at some of the Wharrams on display there. Oh the tribulations editors have to undertake, looking at boats we all love and talking to folk who share the same passion for them.

But a visit there isn't just for wordsmiths, there's always a good selection of Wharrams to see in varying stages of build, rebuild or refit down at Carbeile Mill or just around the corner at Southdown Marina.

Most folk will be happy to talk with you about their boats, unless of course there's a pot of epoxy just about to "kick". Especially so, if you're prepared to hold a ladder steady or know which end of a brush to hold onto.

So another visit down there is on the cards, but not until next year as Ben's old bones are just getting warmed up nicely in the Canaries , but that doesn't stop you folks from visiting !

There probably isn't a more concentrated gathering of Wharrams anywhere than in this stretch of the Cornish coast. If there is please share the info with everyone.

On the facing page is " Arin" the Harris'es Tiki 30

Below right are Rick and Annie Harris aboard "Arin".

Below is a beautiful example of a Tiki 26 which sold extremely quickly.

Boats at Millbrook (contd)

by Ben Mullet

News from Australia – Prompt Crew Action Saves The Day

by Lee Shipley (should be enroute to or in N.Z.)

IT IS MOMENTS LIKE THESE....

We were in holiday mode--or at least, that was our excuse. But it remains our most embarrassing moments sailing to date.

EGRESS, our 40' Narai, was tooling along under power on a balmy day late last summer. We had just come from Pittwater's Basin, through a failing South Easterly wind under the lee of Commodore heights, gently turning west into the mouth of the Hawkesbury River. To our starboard, about four boat lengths away towards Barrenjoey was an anchored family fishing "tinny", the only other boat within a mile.

Wham! All hell broke loose. The wind change came gusting, **black**, from the west, over the Heights. It stopped EGRESS in her tracks, pushing the head around. We were stalled; the 9.9hp outboard was plainly inadequate. Worse, the rudders wouldn't answer: we couldn't turn up and were unable to turn away or go astern because we would have rammed the "tinny". Our only way out was upwind but we continued to drift down on the "tinny" in our lee.

"Get the genoa out quick", I yelled to Nancy. Fortunately, she had just finished her competent crew course with a good sailing school so, instead of the usual glare, she had the sail out and drawing in nothing flat. Wow!!.

We shot forward, gathering speed on a loose work through the white flecked sea, less than half a boat length from the amused family. They waved; we smiled and waved back relieved to think that they didn't realise our cock-up. Ignorance is bliss.

But it wasn't over: the tinny had a long anchor rode out and EGRESS was crossing over it at an acute angle. I could just see it bowing under the starboard keel.

"No worries," I thought, "Wharrams have virtually nothing to catch so it will slip away aft." I concentrated on Nancy's efforts to retrieve the various bits that we had failed to secure before rounding the headland.

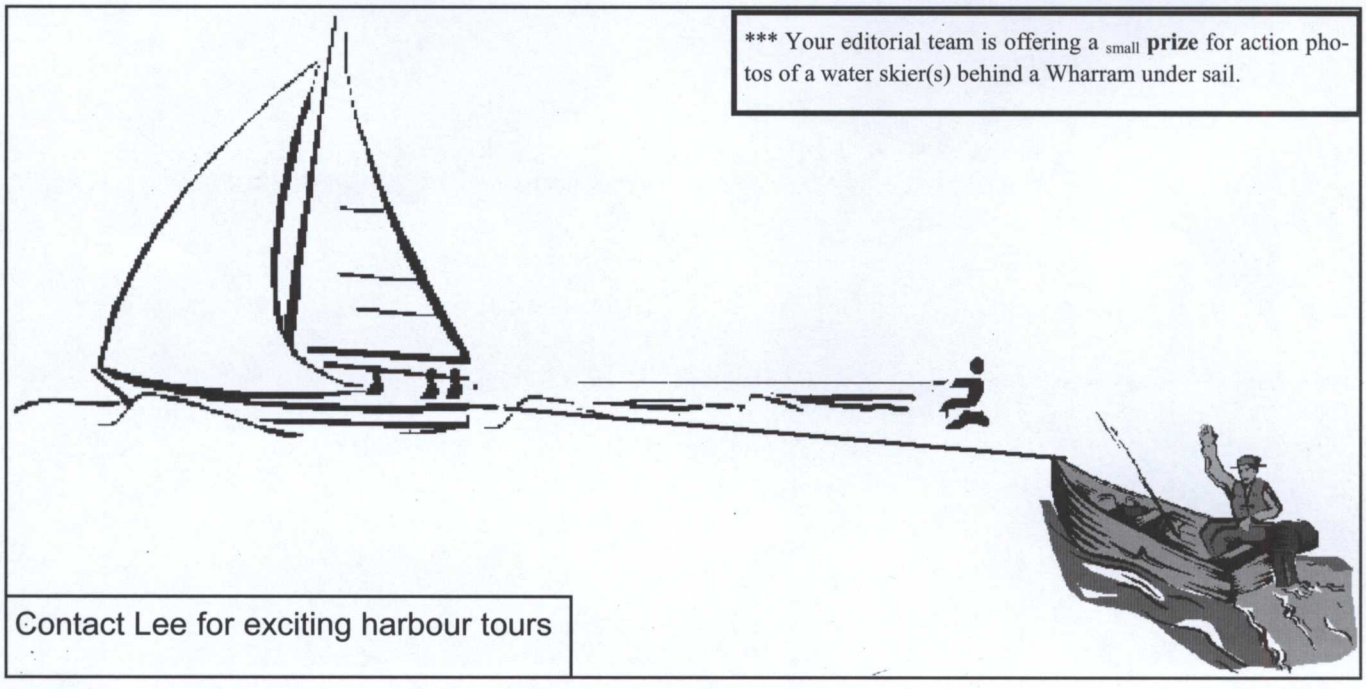
Wrong again. The rode snapped neatly into the tiny gap between the starboard hull and the foot of the rudder and EGRESS, now doing a good five knots, began dragging both the anchor and the tinny with its load of unwilling tourists.

It was only when I heard a weak yelling that I looked around to see the now frantic family standing in the boat trying to attract our attention. Dad had already given up and had his cellular phone to his ear obviously calling in outside help.

It took only a minute with a boat hook to free the fisherman anchor now on promiscuous terms with our gudgeon pins. It took a little longer for us to give our embarrassed apologies. It took a very long while for us not to feel excessively guilty.

Lessons learned:
+ Even in the best, most idyllic conditions, respect the wind off headlands.
+ Keep as far away from fisher people as you can.
+ A single, centrally mounted and less powerful engine has definite limitations with the amount of windage in a cat's two hulls.
+ Don't use an engine if there is enough wind.
+Always have a jib ready to go. Learn to get it out fast.
+ Water-skiing and Wharrams may be compatible.

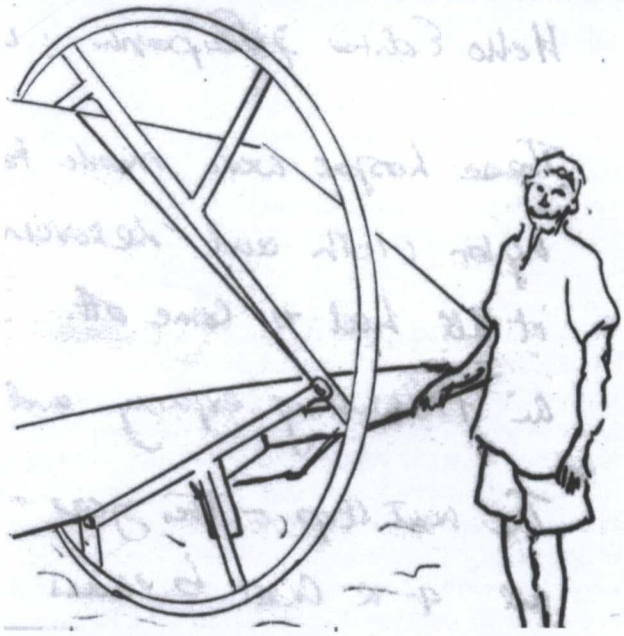
*** Your editorial team is offering a small **prize** for action photos of a water skier(s) behind a Wharram under sail.



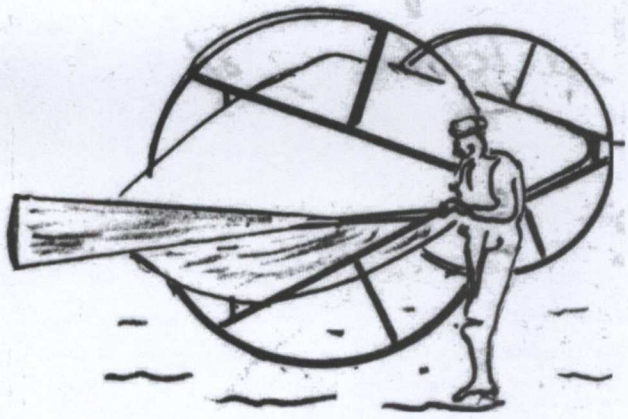
Contact Lee for exciting harbour tours

Turning your Tangaroa

by Keith Viewing



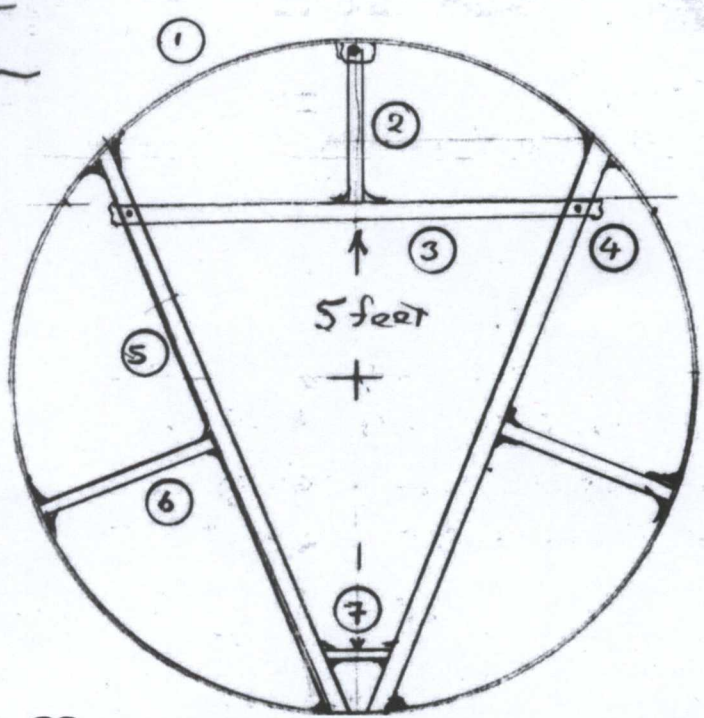
These hoops were devised for a Tangoroa mark 1, 35'. The hulls were built in 20' x 10' car port with extensions to the roof. Rotation in this space was possible using 1" axle steel as rollers. The cross bar fitted neatly between the sampson post and the aft side of the fore-hatch (in the sketch). Wooden battens were clamped to the hoops to provide stability fore and aft. The boat and hoops as one unit, were moved fore and aft by using planks with rollers underneath; two sets of planks and 2" pipe.



STEPS FOR CONSTRUCTING YOUR TURNING HOOPS

1. Friendly steel worker rolls a hoop from 3 inch by 3/8 inch flat steel, no problem. Internal diameter 82 inch.

2. A log is welded at the join and drilled to accept a 10mm bolt from the T piece.



3. The T piece is made from 2 inch pipe, flattened at the ends and drilled.

4. Drill holes at about 7 inch inclined length from the hoop.

5. The legs are 2 inch pipe about 74 inch long.

6. Lateral braces at about mid-way.

7. Base strut for keel.

South America Update from Frank Sarnighausen

Hi sailors,

BRAZIL

Renewed contact with CARLOS LUIZ DA SILVA, living in São Pedro da Aldeia, State of Rio de Janeiro. In the past he built several T21 and T26 (including mine). Owns a T21 and sails on the salt lakes of the region.
Found and talked to FERNANDO LOPES in Brasilia, who owns another T26 built by above, sistership of mine.
Found CARLOS GITYN HOCHBERG in São Paulo. Built a Hitia in the past, bought plans for a T26 and started building but stopped for several reasons. Considers everything lost but wants a Wharram. Might go for a T26 using our scheme (see below) or try a 30 or 31. Will visit me these days for a talk. Found PAULO ABREU, another buyer of T26 plans who started building on a family farm near Porto Alegre, State of Rio Grande do Sul but now lives in Campinas, State of São Paulo, 150 km from my place. Has very little time but wants the boat badly because we sort of combined to do a fleet-sail down the Tieté-Paraná river systems all the way to the Itaipú dam, by the end of the year.
RAUL DIAS LANGOU runs VENTAIR boatyard in Maceió, State of Alagoas, where he builds Farrier tris. He owns a T21 built in fiberglass. Another T21 was identified in RECIFE, State of Pernambuco but I couldn´t find the owner so far.

ARGENTINA

I lived in Buenos Aires for a year and a half during 1990/91, I always insisted that those are catamaran waters.

A month ago I had the negative opportunity to run a leadminer aground again in those shallow waters, which convinced a few people that they do have the wrong boats. In Argentina a small interest group was formed, a bit hampered by the economical crisis, but fueled by FERNANDO L. DAROQUI from Puerto Madryn, latitude 42 deg. S who owned a Tane 27 for 10 years and sold it 9 years ago to Comodoro Rivadavia, further south, where she is still going strong.

As those are cold latitudes, he wanted something more "protected" and dryer, so he designed and built IOPNE, a bigger, goodlooking boat, surely inspired by a Wharram, with a lot of interior accomodation. This might inspire JW to go for a project of that nature. I heard that in Posadas, on the Argentinian Paraná river somebody is building a T21. The interesting story is that the city of Posadas is a few miles upriver from the northern tip of the new, enormous Jaciretá reservoir, surely a marvellous sailing basis. I received pics from the club they set up there and a sailing future is assured.

"2 Grizzlys and a Tiki" - a very private rally in Fuerteventura

(Ton Ton) Markus Immer

From Fuerteventura to Lanzarote it is just a small turn but there are many things to be seen. The 2 weeks together with Ben Mullett on his Tiki 30 changed my life.

I have to admit, when I accepted Ben Mullet's invitation to spend 2 weeks on board of his Tiki 30, I probably just reached the lowest point of my life (but that's an other story). On the 20st of Mai 01, I arrived at the airport in Fuerte. Ben, with his stroh-hat and the grizzly beard was waiting for me and I think from the first second on, somehow the chemistry between us 2 worked. So there we were, 2 Grizzlys on Fuerteventura.

Meals by Markus

Ben's "Pilgrim" welcomed us after a short taxi ride in Porto del Castillo, a nice small yacht-harbour.

One could see, that the boat itself enjoyed the warm dry climate of Fuerteventura offering her large cockpit for a rest under the practical bimini.

Quickly I made myself familar with the small but practical galley and my large bunk and off we were exploring the small town of Caleta de Fuste

I can say, this night I had my best sleep for months!

The following days we made Pilgrim ready for the sea again. Repairing some sails, stowing stuff and things away and soon we had our first day-trip out of the Caleta de Fuste.

What a surprise! I expected the usual motions of a catamaran, but Pilgrim, so small she is, rode over the waves smoothly, cutting through the water and pointing happily towards wind and waves like a witch. We had wind of about F3-5 in the gusts and 1 reef in, but did a good 4-5 kn to windward. Then running downwind she easily reached 9-10 kn and all this we stood dry and "thursty"!
My first ride on a Tiki 30 was a full success and I was really impressed. The Tiki 30 is a real seagoing boat and Pilgrim proved this during her passage through the Biscaya as Ben told me, reaching speeds of over 20 kn in a gale.

"2 Grizzlys and a Tiki" (contd)

Everything of first quality, strong, simple, well working and logic. This is what I call a real boat. Luxury is not to have a lot of things and plastic on board. No it is "the reduction to the minimum" what makes life on board enjoyable and easy.

Waiting for better wind conditions we ended up in exploring the nearby restaurants or started to create our "menues" from our small Galley. I think Ben liked it, he ate everything what I created as a "chef de la maison"! Soon we made friends with people around the harbour and were invited to take part on some "grill-parties". We spent a good time on Fuerte! Of course, Ben's perfect Spanish did it's own to get quickly accepted by the local people.

The second week we said bye bye to our friends and shifted over to Lanzarote (Puerto Calero). With a Tiki you always have immediately lots of friends in a harbour. I saw many multimillion yachts around the places but no one offered such a large cockpit and comfort under the practical bimini like Pilgrim. We made this experience in Puerto Calero too. Immediately Pilgrim's Cockpit became again the "meeting point" of the harbour and many visitors were "rolling home" with sometimes some rubbery knees. No wonder, we were well stocked with the very good local wines, some good old Whisky and Ben with his unique Guitar "worked" as entertainer, while I tried to get the best out of our small Galley. What do you want more!

The days just passed all to quick! Also the discussions with Ben about God, the life and the Tikis were very interesting and inspiring. We found out that the ideal Tiki would be a 33 footer (size, acommodation, payload, effective schooner rigg, etc.)!! Maybe James will once have a heart for this! I'd be happy to be the first builder of it!

It was sad to leave Pilgrim and Ben after 2 weeks, but my workload in Switzerland needed me back. But one thing let me say: "To be happy you need a boat, seaworthy like a Tiki 30, a boat which does not become a burden for the owner and crew, a lot of time to enjoy life and the company of my good friend Ben!"

Ben says:
It was great to have Markus aboard, and thanks are due to Gerd who came the previous week and also helped re-sew the seams where the cover had come off the jib. Gerd's fresh garden produce from Tenerife and then Markus' incomparable skills in the galley together raised Pilgrim's gastronomical standards a mile or two - and I do enjoy cooking! Without their help it would have been very hard to make the brief upwind leg to Lanzarote, where we are now. Many thanks, my friends.

It _is_ possible to have a rally with one boat. And it's true about the rubbery knees!

South America Update (contd)

URUGUAY

The first one to take the bait was LUIS NIN ESTEVES from Montevideo, Uruguay. He bought the plans for a T26 but has no ability to build it himself. So I offered to build it for him and created opportunities to do so. Actually, material and labor prices are, in Brazil, about 40 % of those to be found in Uruguay or Argentina. There, a homebuilt Wharram would be out of the "cheap boat price frame". The boat, called POLYNESIA, is about one month from launching and will be very close to original plans, except that we used 10 mm plywood instead of 6 mm, because of the River Plate´s special dangers (afloat and submerged). Luis also owns the HALCYON, a traditional wooden keelboat built in the fifties for everything it might meet. In its logbook she has a rounding of the Horn. My experience with boats in the tropics made me change some other details in the building of POLYNESIA and I urge anybody undertaking a similar project in latitudes between Cancer and Capricorn to contact me before. A local sailmaker also quoted a set of sails at about 40 % of foreign prices. This first Wharram on that vast estuary will call for some attention, I am sure. Luis became a member of PCA and I contacted the other one listed in Uruguay, ANDRES ABELLA. He doesn´t have a catamaran presently but a small sailing cabin cruiser. He is a University Professor with little time and scarce funds but I think our building scheme may put him at least on a T21.

The local SCHEME I mentioned several times is the following : I put up a little boatyard in a carpenter shop, helped the owner to move it to a larger location and there we employed 2 youngsters without profession and one unemployed truck driver of age 57. I am giving everyday orientations . This might not be in the spirit of Wharram but I think this kind of behavior has been used all over the world forever (who would build a Tehini all by himself in his backyard ?). This should be talked about openly, without fear that the Master designer might not approve it. It is not professional boatbuilding but the introduction of a new activity to people who would have nothing worthwile to do otherwise and might even resort to crime or the use of drugs. We are giving them a profession and I hope a long line of boats will be built there (Wharrams or not). Very few of the names I listed are presently PCA members but I am working on that. One problem is that the knowledge of English is, in general terms, not good enough to take part in any Forum and I will have to set up something similar to what Gerald is running in Austria, using the local language. The building of POLYNESIA will be the core of the resulting site. Meanwhile, work on my own ZIP is a bit neglected and I will have to accelerate activities if I want to sail that boat again soon.

If Frank or other members want some support i.e. website space and help setting up their own local area (language) forums, please contact me. – Dave Peak PCA webmaster

Cat Corner: A Chesapeake Bay (USA) Overview

Dave Peak

How can a tidal estuary approximately 200 miles long by 5 (to 40) miles wide be considered a Cat Corner?

The fact that 40% of "the bay" has depths of 4 feet or less means that us lovers of "skinny" water are pretty much left to ourselves for a large part of the bay. But it also serves as a highway for ocean freighters putting into the port of Baltimore at the northern end of the bay, either entering the bay at it's natural entrance at the southern end or via the Chesapeake & Delaware Ship Canal at the northern end.

"There be giants" at the southern end of the bay too, as Norfolk, Virginia is home to the US's Atlantic fleet of aircraft carriers.

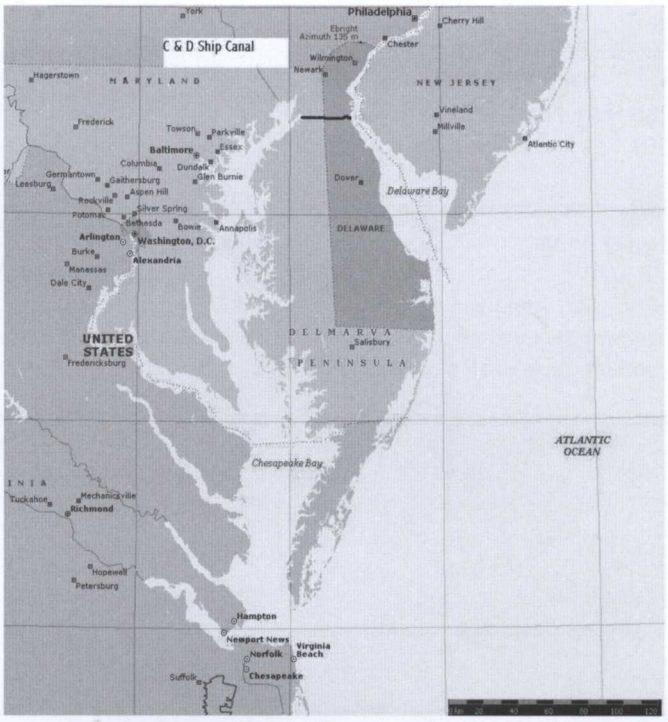
The tidal range varies from just over a foot at the northern end to a bit over 3 at the southern end. Depth of water can also be affected in the shallow northern bays by spring flood waters.

The cities of Baltimore & Washington DC make this an excellent area for crew change connections, with Philadelphia less than 40 mins away by train and New York less than 2 hours away on high-speed trains.

Outfitting and supply are amply supported in Annapolis, Baltimore, Newport News and most nautical items can be had at almost all small towns on the bay. If you're in Annapolis in October as the "snowbirds" (southbound migrating sailors with time on their hands) forego the glitz of the boat shows on the Annapolis side of Town Creek and checkout the "Used Gear Boat Show" on Severn Ave, Eastport. Expect to pay 10-20 cents on the dollar for gear that is eminently usable.

Away from the towns, the true beauty of the Chesapeake can be found in her tributaries and southern bays, my favorites are on the eastern shore, some with only 2 feet or so of water so those little Tikis would have a great time there. In these southern bays, miles and miles away from towns, the wildlife predominates, geese blanket the skies in spring and autumn, heron of differing types hunt the fish in shallow waters, osprey "rule the roost", nesting on the platforms built specially for their nests on top of navigation aids. I don't recall a sailing season when I haven't seen some bald eagles also but they are mostly in the northeasterly area of the bay.

Wildlife abounds under the water also, oysters in winter (be wary of gathering any from any privately owned oyster beds), crabs in warmer months April - October. I carried two collapsible crab traps; it was a pretty poor day when I couldn't get better than 6-12 from the 2 traps combined.



Anchoring in the bays, with winds tending to be predominantly westerlies, plus tributary currents can have you spinning so if using a Danforth style anchor adopt *"Bahamian**"* mooring technique. Afternoon thunderstorms in summer can be a major handful but you can see them building and darkening the western skies around 3ish, so forewarned is forearmed as they say.

Seeing as how the bay is generally at it's best in spring and autumn, summer usually has light variable winds scattered with afternoon thunderstorms and finally winter – ah winter. I spent a wonderful, wonderful winter in Baltimore's old town area. A lot of the time was pretty frigid but this was offset by the wonderful old nautical stores, not the tourist shiny, grotty yotty gear. This coupled with interesting and conveniently located restaurants made the cold winter days speed by. Occasionally there would be a warm spell where temps crept up to 50 and even 60 degrees F, that's 10 – 15 C, and I would get some curious looks from other live-aboards and some head shaking as I headed out for an all too brief day sail. But it was grand.

Seeing as it's northern winter now and if this article has scratched an itch to know more about the Chesapeake Bay, I'd like to commend "Chesapeake" by James Michener to while away the winter hours.

As you can no doubt tell, I think the Chesapeake is a great sailing area, I used to drive 200 miles most weekends for about 15 years, to get to my boat(s). Praise be to the inventor of flextime for those early getaways after lunch on Fridays and late arrivals Monday mornings.

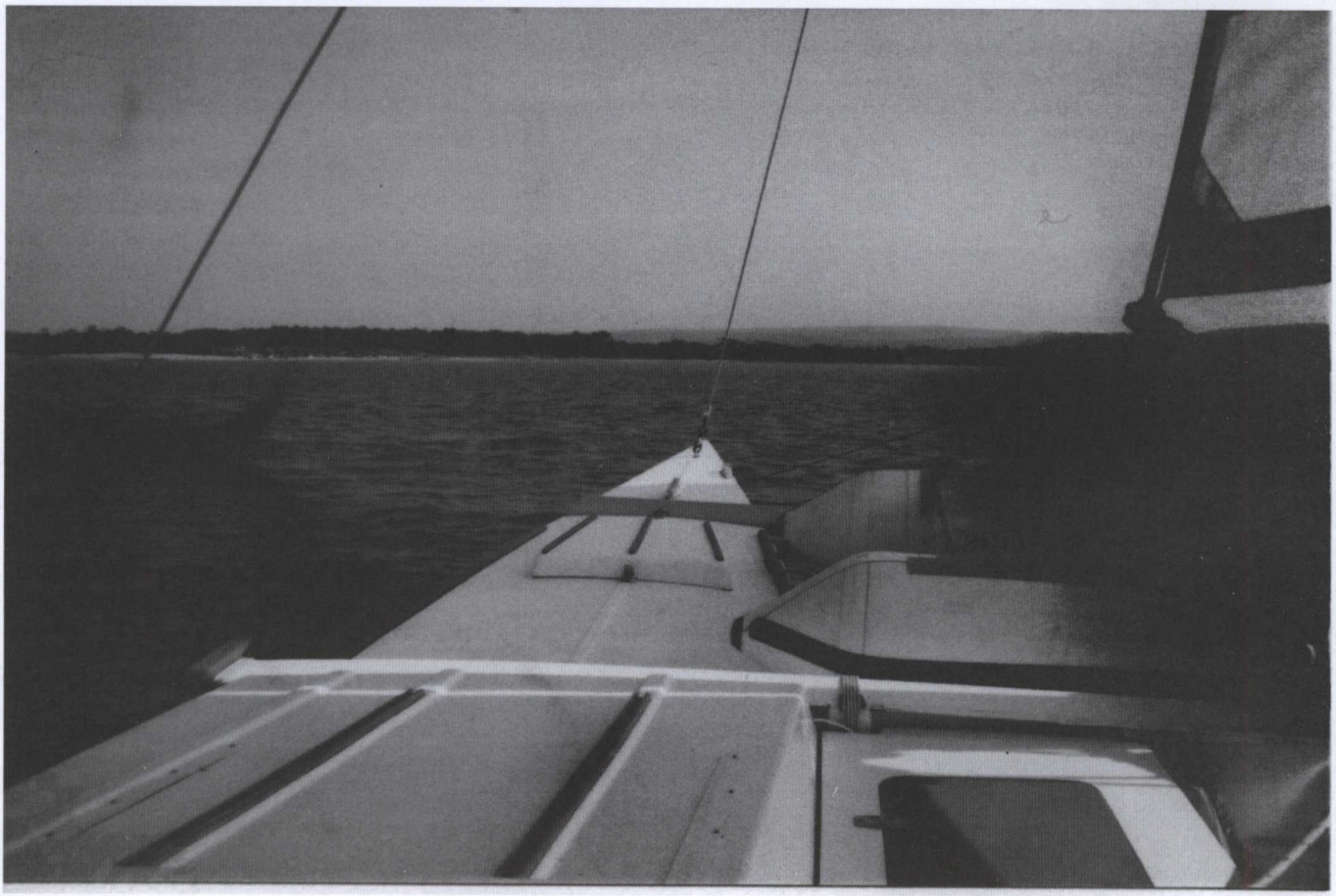
- *"Bahamian**"* mooring also known as *Bermudan* mooring see Steve Turners "Anchoring – Part 2" in SeaPeople #17 where 2 (or 3) anchors are deployed from the bow at approx. equal angles.

Cat Corner: Escape the crowds in Poole Harbour, UK

Paul Barnett

On a summer's weekend, when the UK is under a high pressure system, Poole Harbour gets very busy. The locals head out to Studland Bay which becomes very crowded as neighbours anchor too close for comfort. Although the south of Studland Bay remains sheltered with any south in the wind, further north, the on-shore sea breeze will pick up from 10.00am onwards. By 12.00 it's often a good F4 south easterly.

After five years of sailing 'Madgic' a GRP Tiki 26 in these waters, I've found the best place to head for in these conditions is a small unnamed bay/beach between Bramble Bush Bay and Redhorn Quay in the harbour itself. (Lat 50 40.25N Long 01 57.67W) It's perfect for shallow draft Wharrams. I approach from South Deep heading due south from the east of No6 (Fl R5s) port hand marker. With a South Easterly it's easy to control speed under sail right up to the beach where the mud bottom gently shelves. I aim for the centre of the beach where close in the bottom becomes firm sand. I normally nudge the bottom, drop back a bit and drop the anchor.



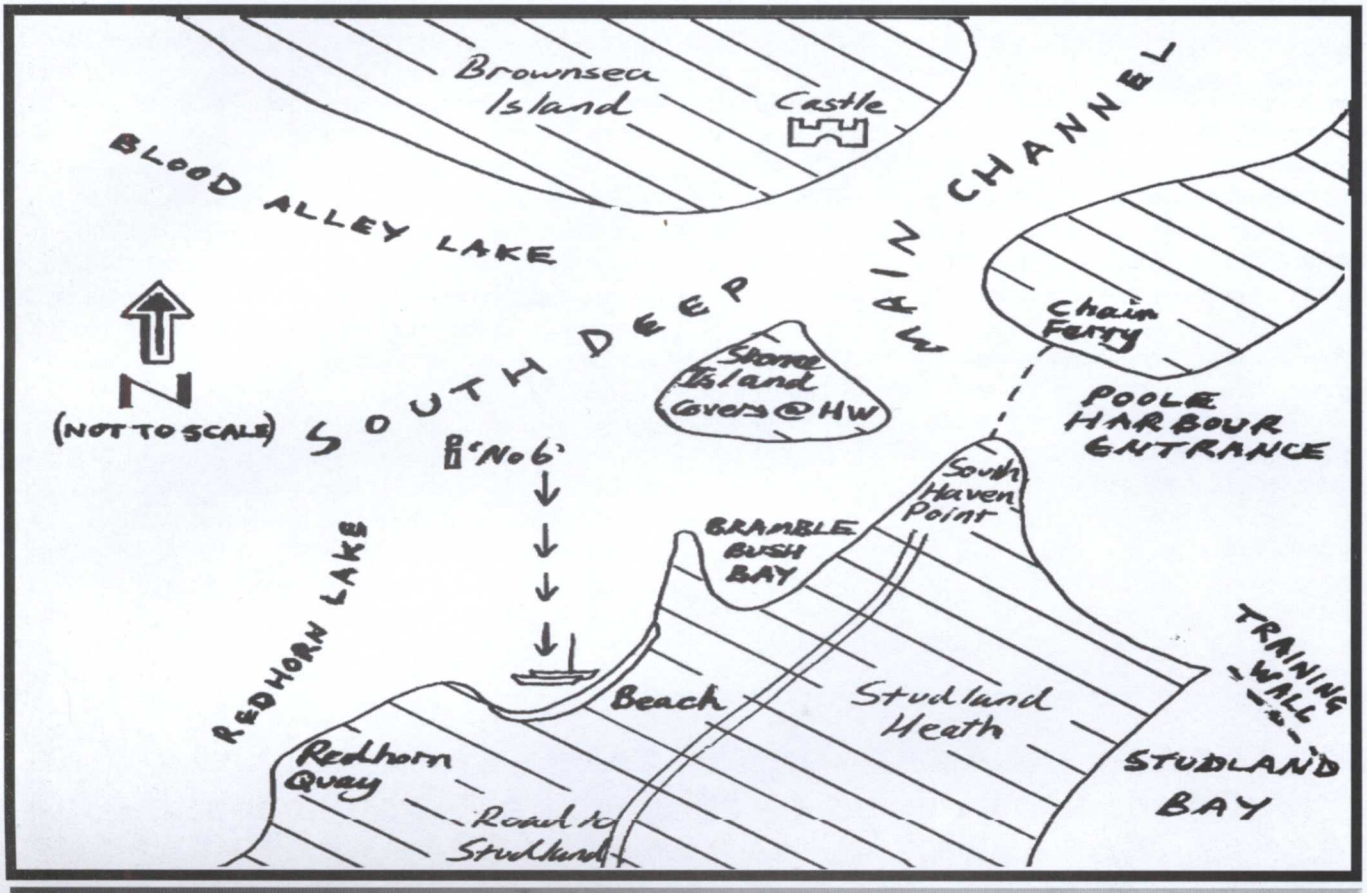
With the Tiki 26, I look for a tide height of around 1.8m above LAT (perfectly possible at neaps) which gets me right up to the beach. Deeper draft boats may need to anchor further out or wait for springs although the beach will completely cover. Nicely sheltered from the NE to SSW there may, at most, be one or two other boats around but usually you get the whole beach to yourself.

There is no wake 'pollution' that plagues Studland and other anchorages as it's well away from the main channels and wet bike play areas. Perfect for children to paddle and play in the sand. There are good walks over Studland Heath and the sand dunes (National Trust). Basic stores and a Pub can be found in Studland (2 miles), or for water and a café try South Haven Point (1 mile away or dinghy ride).

I'll see you there on a hot summer's day.

Cat Corner: Poole Harbour, UK

Paul Barnett



Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Ben,

Many thanks for the "News from the new PCA Committee". You were kind enough to show me around "Pilgrim" when I came to Millbrook for a chat and a look last summer. At that time, Rick and Annie were stepping the mast of "Arin".

I hope that you had an enjoyable trip to the Canaries - warmer climes seem very attractive in Jan/Feb this year.

Although I retain my enormous admiration for the Tiki 30, my own plans have changed to buying a second hand Tiki 26, preferably GRP, until I have brought myself up to a reasonable standard of competence. I hope to be in the market for a second hand Tiki 30 in about 3 years.

Congratulations on becoming editor! I look forward to seeing you again this summer.
Best wishes,

Rod (Williams) Dorset UK

The Pushpit.....

Dates for your diary -

Jan 12th London Social & EGM

Jan 26th Poole Winter Workshop & Social

Feb 7th deadline for magazine materials

Late May Wharram racing on Lake Neusiedl, Austria

June 14-16th Austrian Rally on Lake Neusiedl to Hungary is planned.

Poole Area Winter Workshop and Social. 26th Jan 2002
The workshop will take place at Jeremy Slack's.
We are going to have a daytime workshop for the benefit of anyone who wants to see and try for themselves the various skills and techniques that are used in building a polycat. His Tiki 26 build is nearing completion, with a projected launch date of Easter 2002.
Evening: In the evening we are going to have a social at a local hostelry to recap on what we have learned and just have a lot of fun planning for the next sailing season.
Book in with Ken and do say if there is a particular building technique you would like demonstrated.
e-Mail hook_ken@hotmail.com
phone 01202 531445

Do you know this boat ? "Phoenix" a P42 of Hamburg

Seen in Vlaardingen, Netherlands in early November, I'd love to get better photos of this beautiful example of the Pahi 42.
By the way, can anyone explain why are Pahi 42s so popular in the Netherlands ?
Please inform PCA Office if you can offer advice on the above two issues.

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic (issue 43)
That's the way to do it!

RED BURGEES, SEWN-ON WHARRAM LOGO BOTH SIDES.....£12 INC. P&P

TEE-SHIRTS.....£12 EA + P&P
POLOS.....£15 EA + P&P
SWEATSHIRTS.....£16 EA + P&P

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UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
EUROPE AIRMAIL: £3 PER ITEM
WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE, OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR NEW ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

How some Sea People spend their winter months.

How to catch a ptarmigan: hold a mirror in front of the bird. While admiring her/himself, she/he does not pay attention to the furcap clapped furtively over her/his head and ""furfect capture. (this is a male bird, lady birds don't have soviet (red) eyebrows.

Olavi Harkonen, Pyajarvi, Inari, Finland

If you know of strange or amusing events or traditions that your fellow Sea People might be interested in, please send details to Editor, C/O PCA Office, 118 Howeth Rd, Bournemouth BH10 5NS, UK. Or Editor@pca-seapeople.org

DITTY BAG

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Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

Hi, Anybody interested in a Wharram Tane based in Essex
~~£4000~~ 3000
Regards Don L

\\|// donliddard@hotmail.com
(0-0) donliddard@uk.pocket.com
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VOLVO 2003 28 HP (D shaft) and long cat leg for sale. Complete with instruments, can be seen running. Everything to fit and go. Needs a service and possibly a prop change depending on your boat. Would exchange for a large long-shaft outboard, electric start in GOOD running order complete with accessories 50+HP or sensible cash offer.

If you too like the idea of visiting the Canaries and don't mind doing a bit of painting and fettling, there are usually a couple of spare bunks on Pilgrim. Why not drop me an email? ben_mullett@lineone.net

FOR SALE - GRP TIKI 26 – "Eumundi" at Millbrook
Professionally built, launched 1991, in vgc full inventory including deck tent, launching trolleys lots of extras. £12,800 contact Mike Smith 01752 822617 evenings

AUSTRIAN PLANS FOR 2002

⇒ We plan for a real Wharram Cat race end of May at Lake Neusiedl, a local Hobie club (SCPN) is keen to provide the logistics.

⇒ Our summer rally is tentatively planned for 14-16 of June 2001; current plan is to have a fleet sail across the border (there's also a wildlife refuge there) to Hungary and to stay there overnight. Paperwork is getting easier, but we have to check the details out (it's an EU border).

MULTIHULL SURVEYS

By Steve Turner Dip Mar Sur Assoc. I.I.M.S.

Surveys prior to purchase, Insurance/Condition surveys, Damage inspection, Valuations and reports, Inspection / Advice during construction. All backed by over 25 years specialist catamaran experience (including building more than thirty Wharram catamarans).

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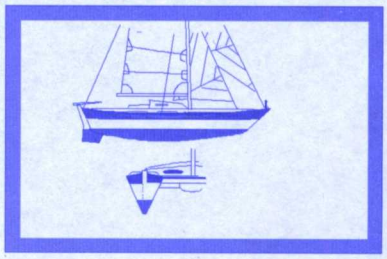
steve@multihullsurveys.com